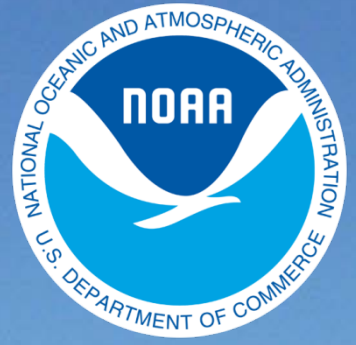


BookletChart™



St. Marys Entrance – Cumberland Sound and Kings Bay

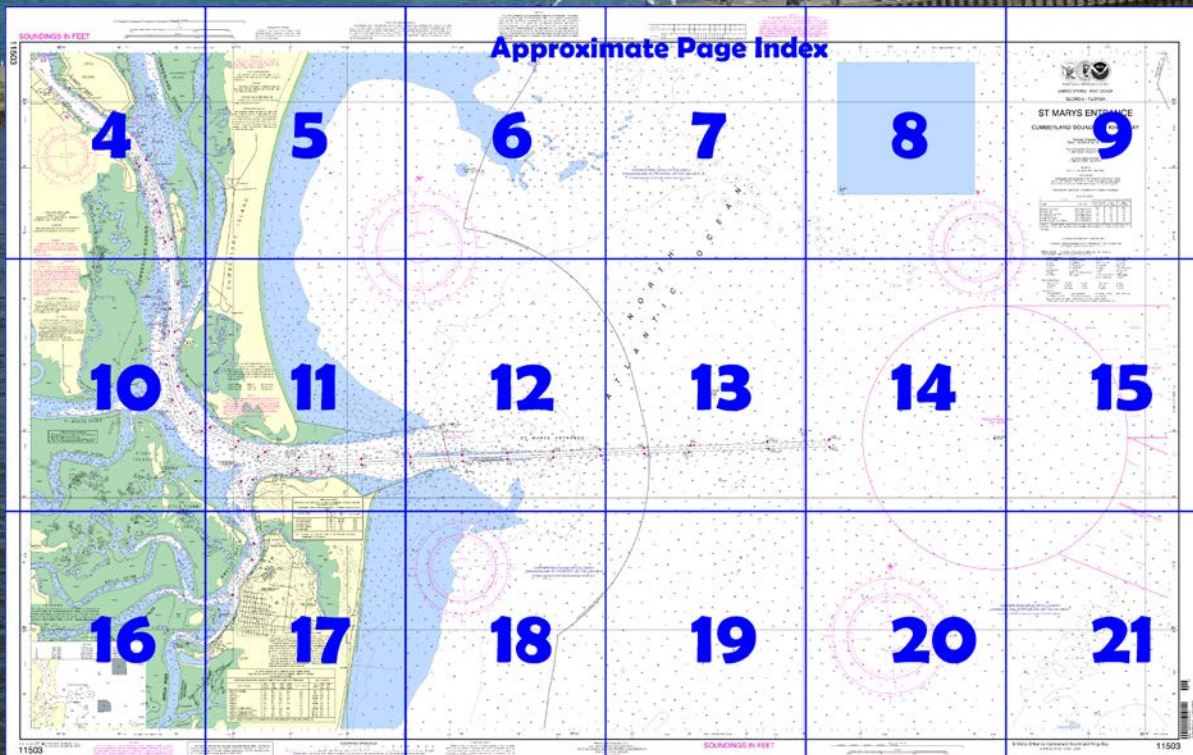
NOAA Chart 11503

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11503>



(Selected Excerpts from Coast Pilot)
St. Marys Entrance and Cumberland Sound are 16 miles southward of St. Andrew Sound and 19 miles northward of St. Johns River. The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River.

Prominent features—Amelia Island Light (30°40'24"N., 81°26'30"W.), 107 feet above

the water, is shown from a 64-foot white conical tower 2 miles southward of the entrance to Cumberland Sound. It is reported that the light is difficult to distinguish above the surrounding tree line during the

daytime. Also prominent from seaward are the homes along the beach 2 to 3 miles south of the entrance, the condominiums about 5 miles south of the entrance, and a 295-foot-high processing tower southward of the entrance, about 0.9 mile 309° from Amelia Island Light. The tower is marked at night by flashing red lights. A lighted 1,500-foot fishing pier at the inner end of the south jetty is also prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them easily visible from all directions.

Channels.—A federal project provides for a depth of 46 feet in the entrance channel, thence 42 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 and 10.0 miles, respectively, above the outer ends of the jetties. Turning basins, marked by lighted buoys, are located on the north and south sides of the entrance channel, about 1.7 miles above the jetties, and have project depths of 42 feet. A channel leads from inside the bar southward in **Amelia River** with a project depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, about 5.8 miles above the jetties. In 1992, the project above Seaboard Reach was reported to be no longer maintained. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

Anchorage.—Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 42 to 46 feet of water, and sand and shingle bottom. Inside the entrance fair anchorage is along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

Currents.—The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. It has been reported that this set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Large vessels are cautioned not to enter the entrance channel before the pilot boards. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours. Current predictions for Cumberland Sound vicinity may be obtained from the Tidal Current Tables.

North Atlantic Right Whales.—Approaches to the St. Marys River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally November through April. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in Cumberland Sound to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of Fernandina Harbor. (See **North Atlantic right whales**, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

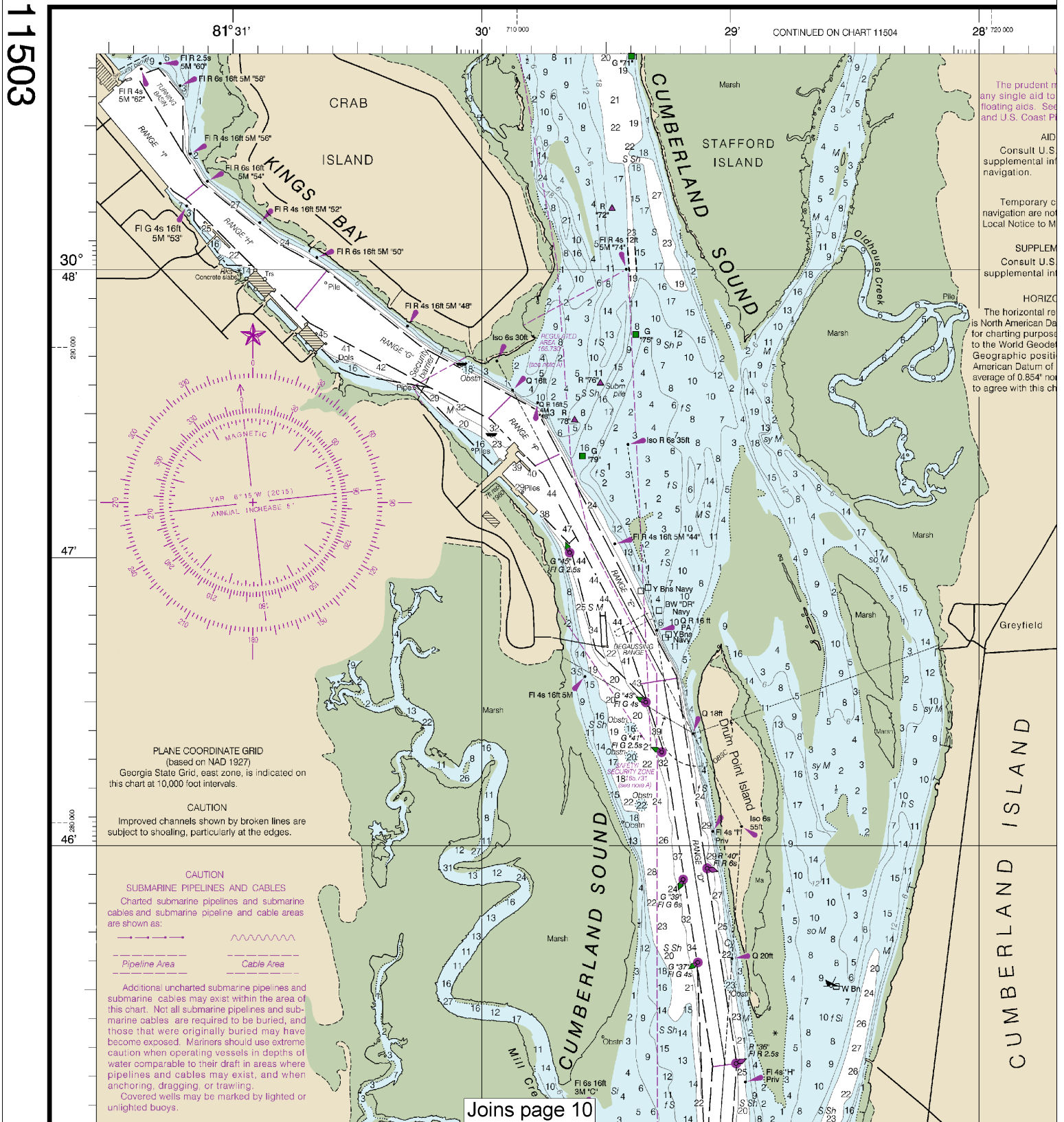
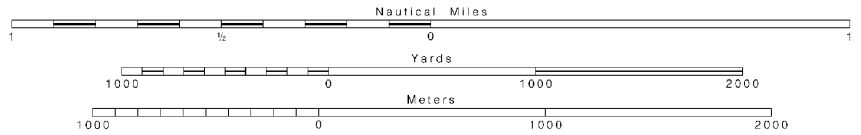


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

11503



The prudent mariner should use any single aid to navigation with caution. Consult U.S. Coast Pilot for supplemental information.

Temporary changes in navigation are not shown. Local Notice to Mariners.

SUPPLEMENTARY
Consult U.S. Coast Pilot for supplemental information.

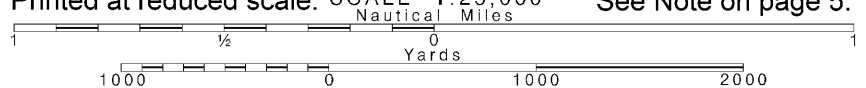
HORIZONTAL DATUM
The horizontal datum is North American Datum of 1929 for charting purposes to the World Geodetic System 1984 datum of average of 0.854' not to agree with this chart.

4

Note: Chart grid lines are aligned with true north.

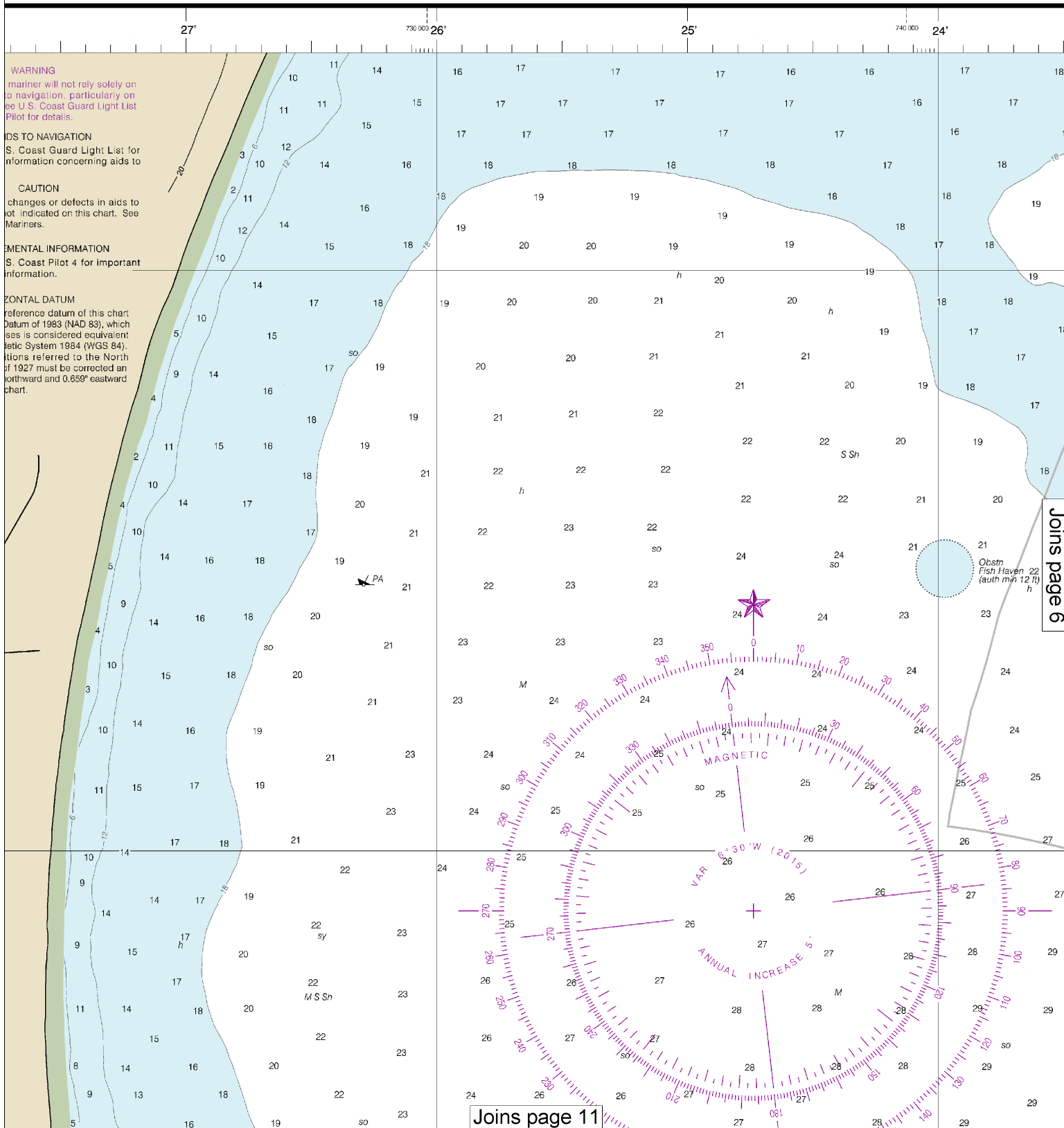
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



RADAR REFLECTORS

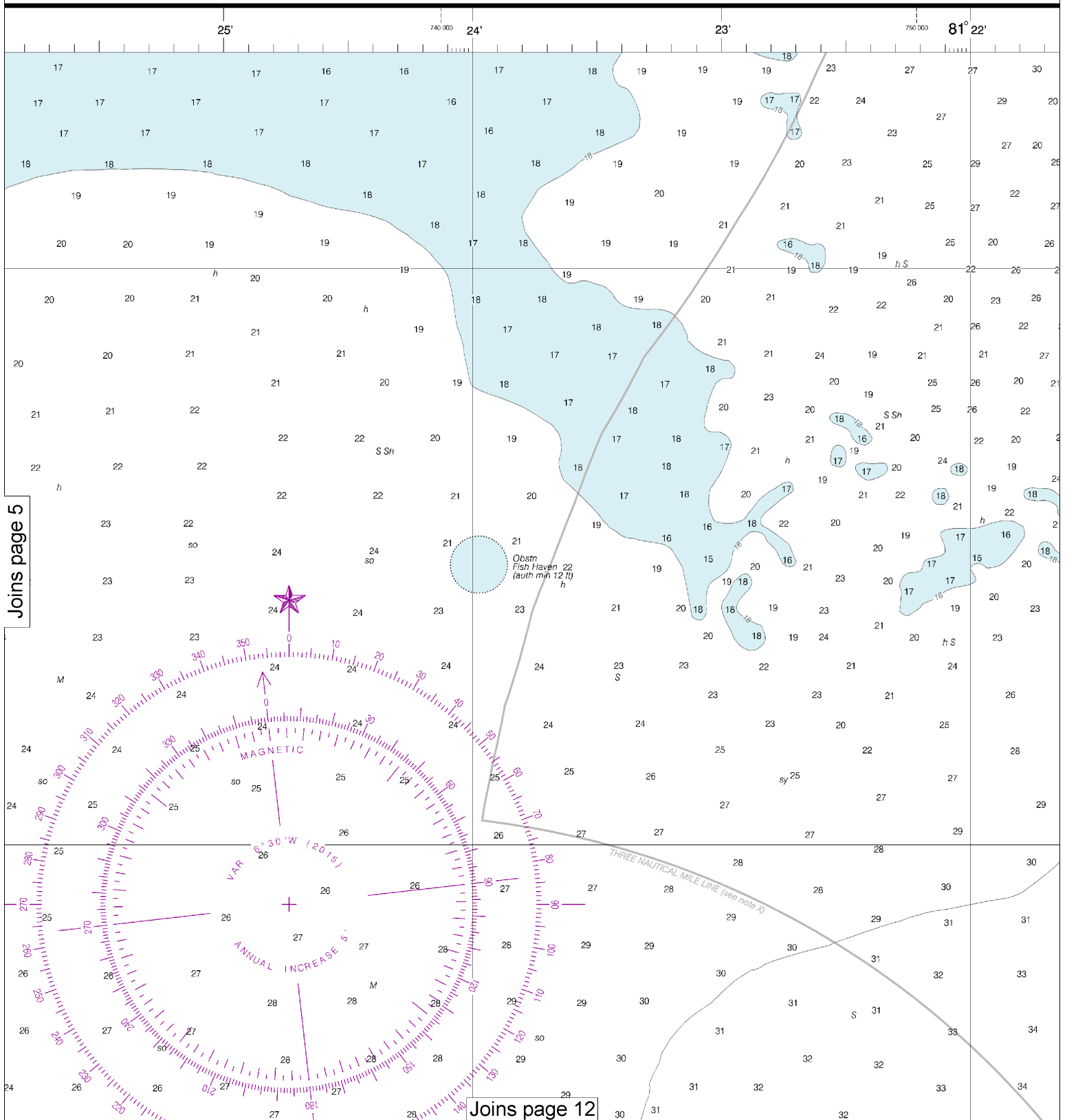
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NOTE X

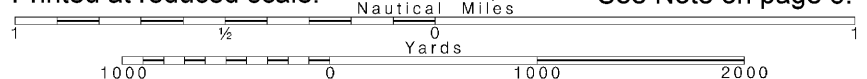
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



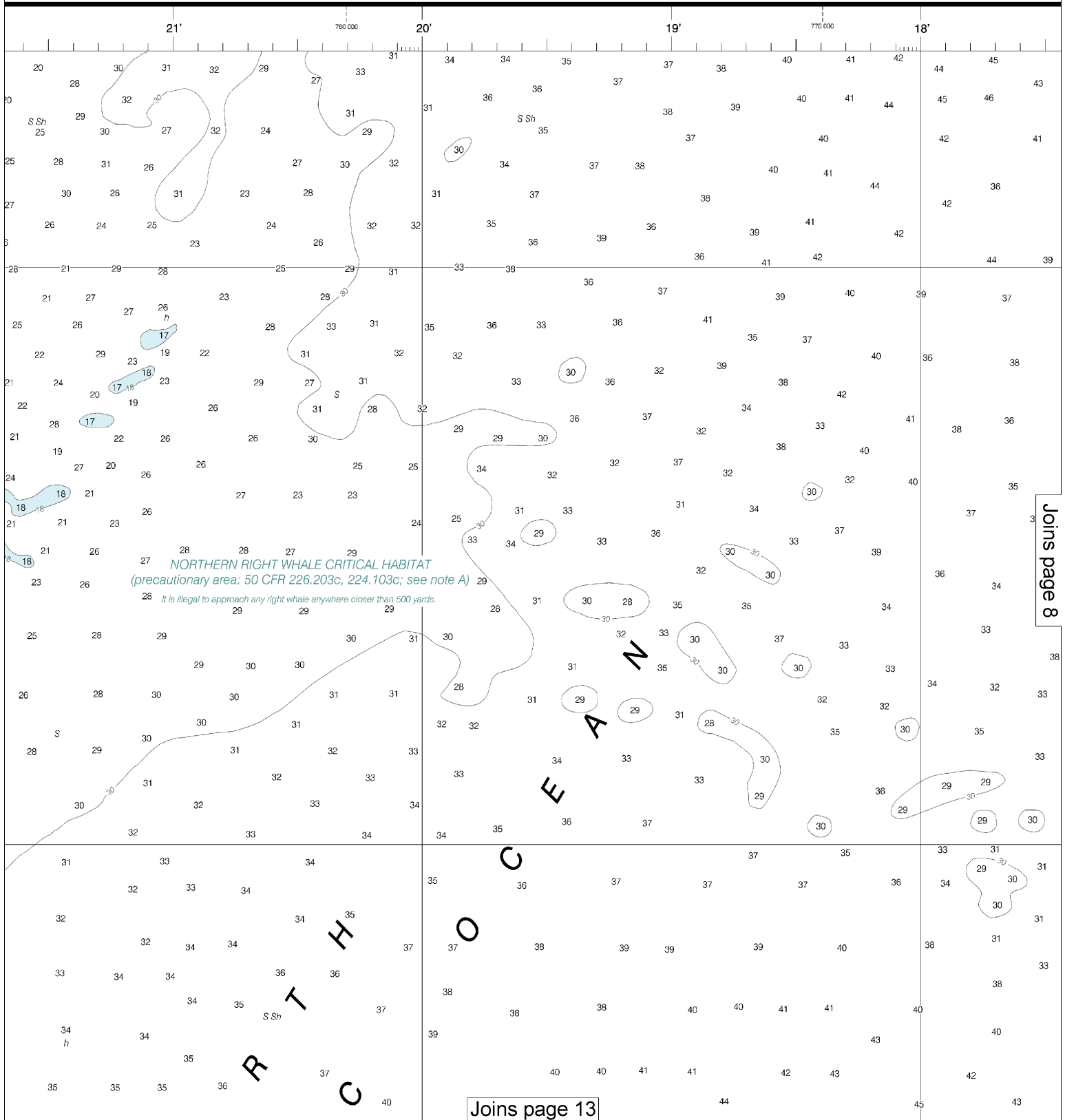
See Note on page 5.

Formerly C&GS 453, 1st Ed., June 1857 KAPP 199

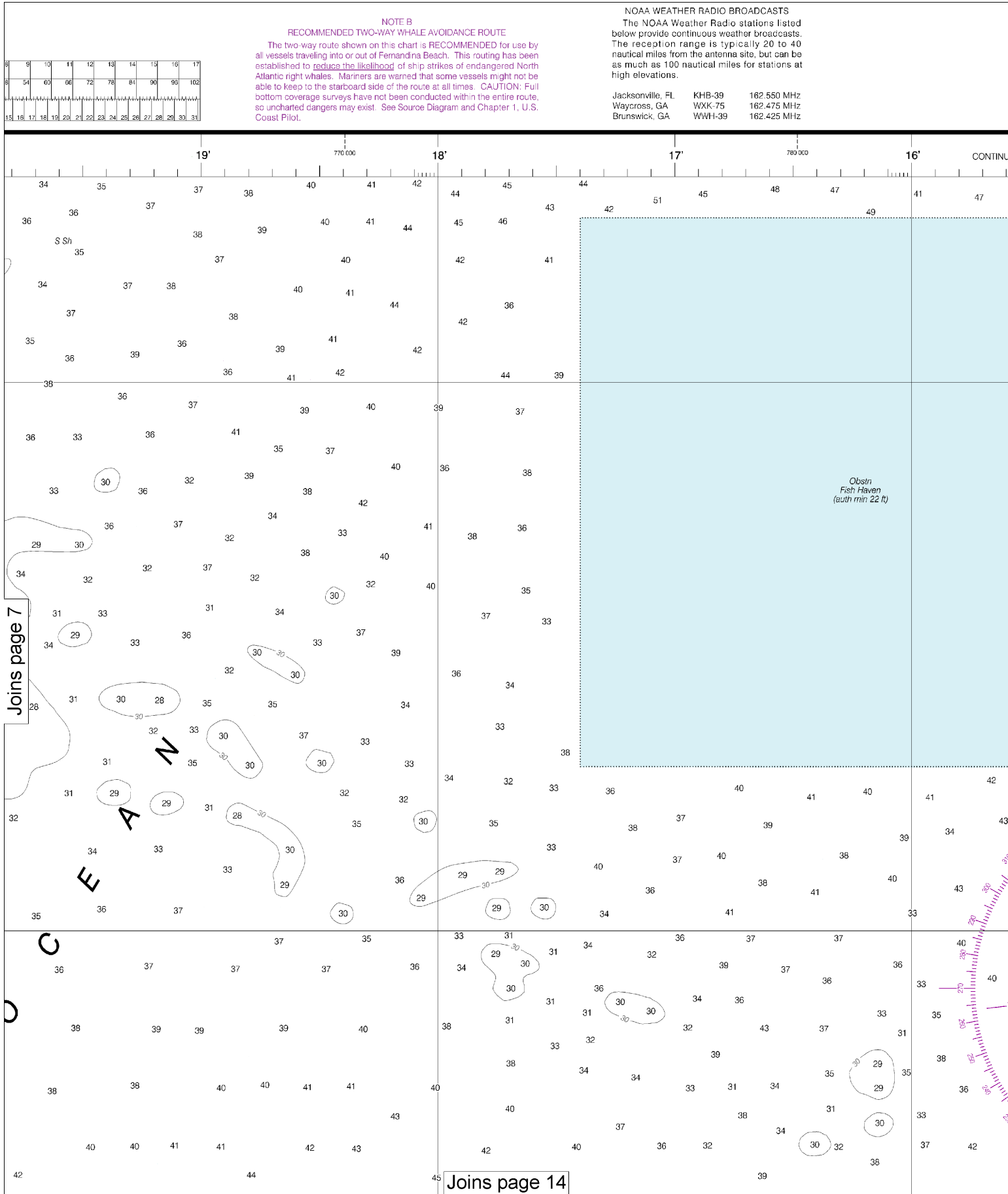
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

NOTE B
RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE

The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Fernandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.



Last Correction: 5/20/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

INTRACOASTAL WATERWAY
The project depth from St. Simons Sound, Ga., to Fernandina Beach, Fla., is 12 feet.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

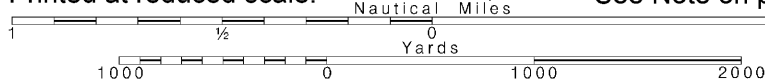
Joins page 4

Joins page 16

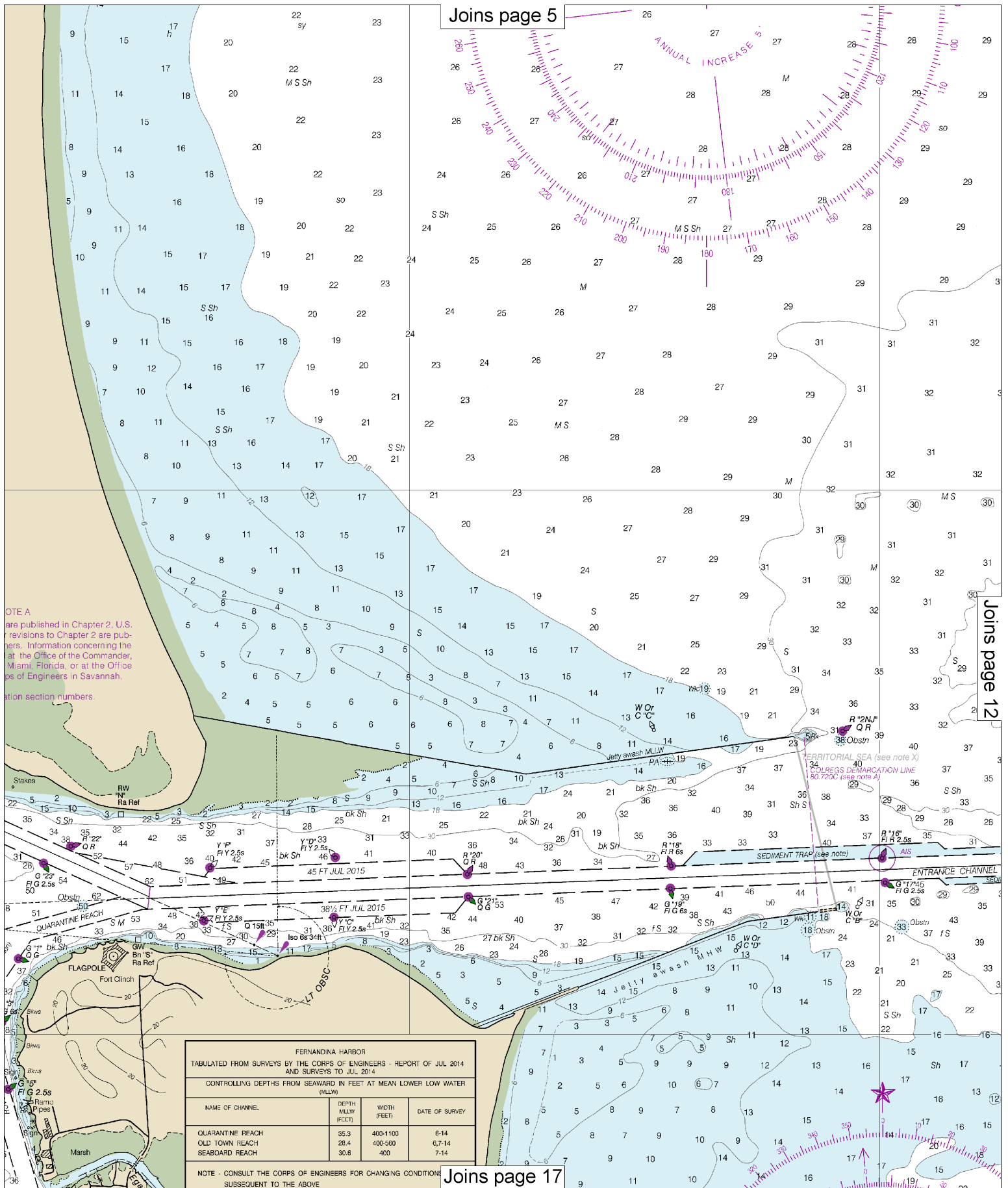
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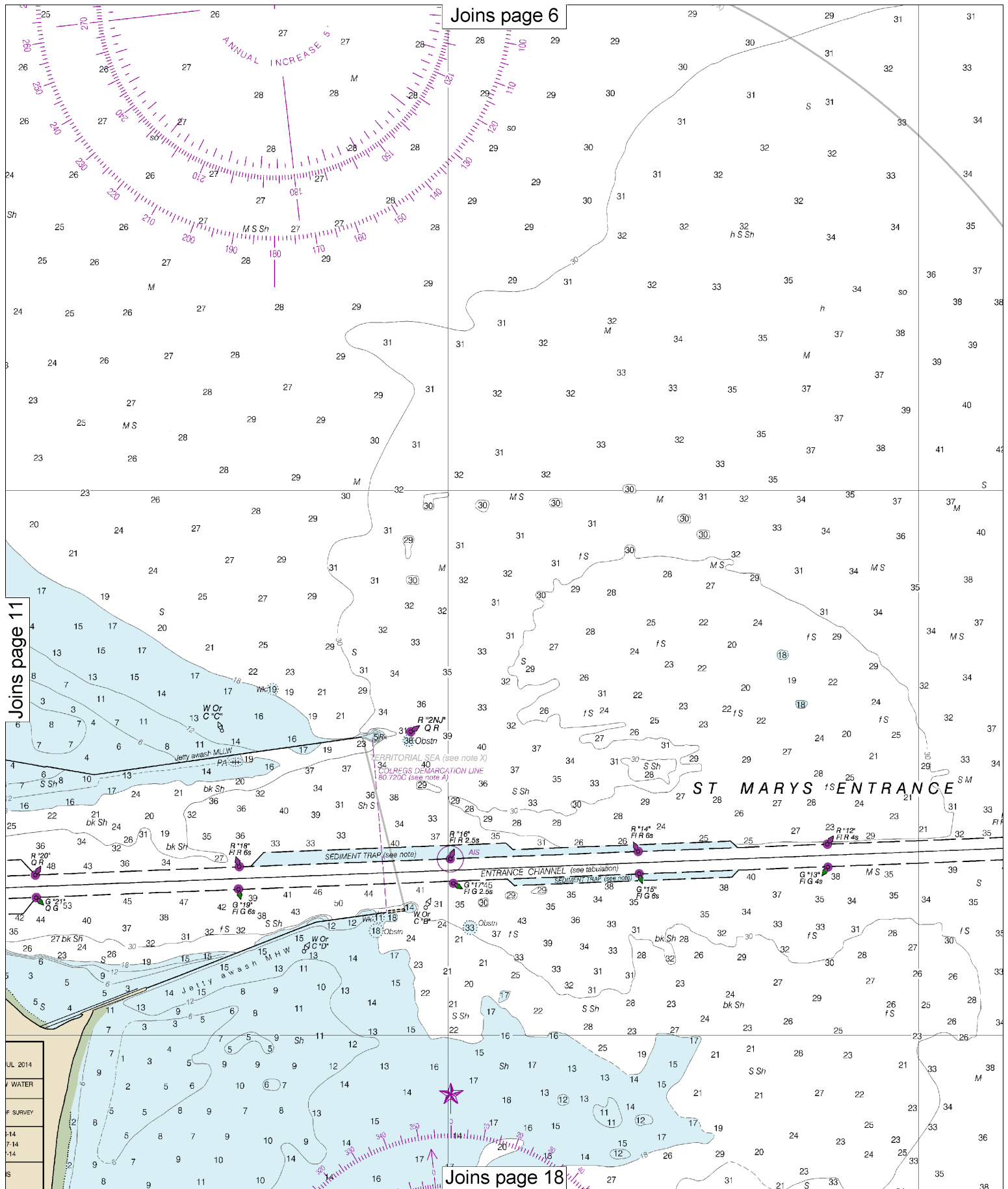
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



See Note on page 5.



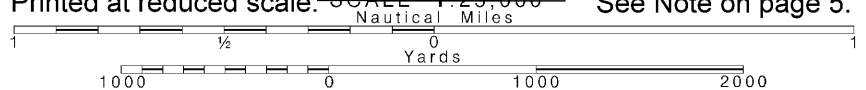


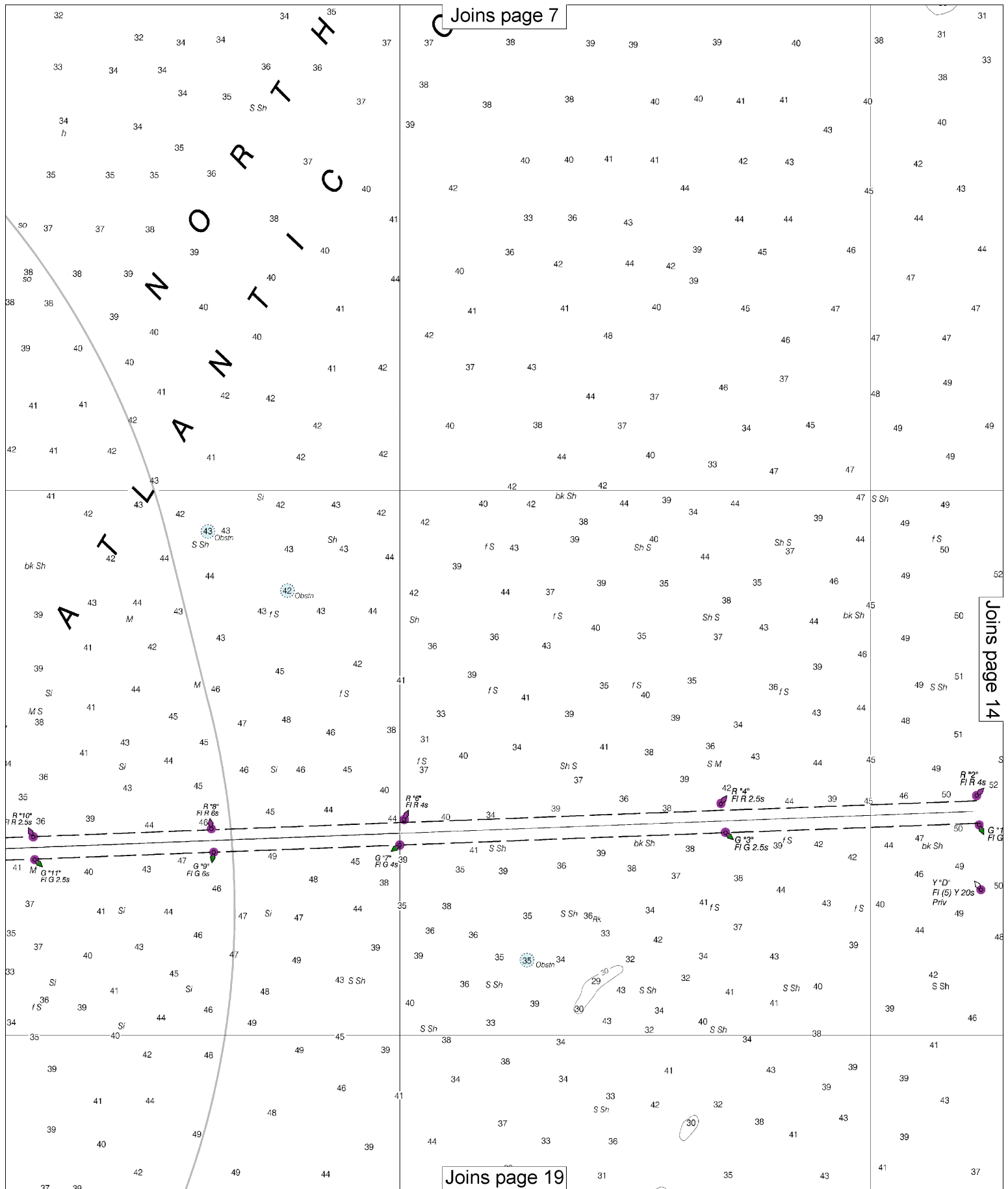
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

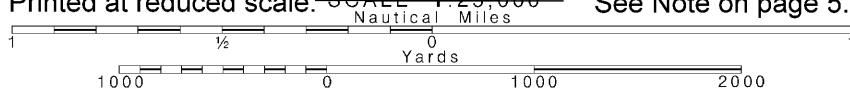


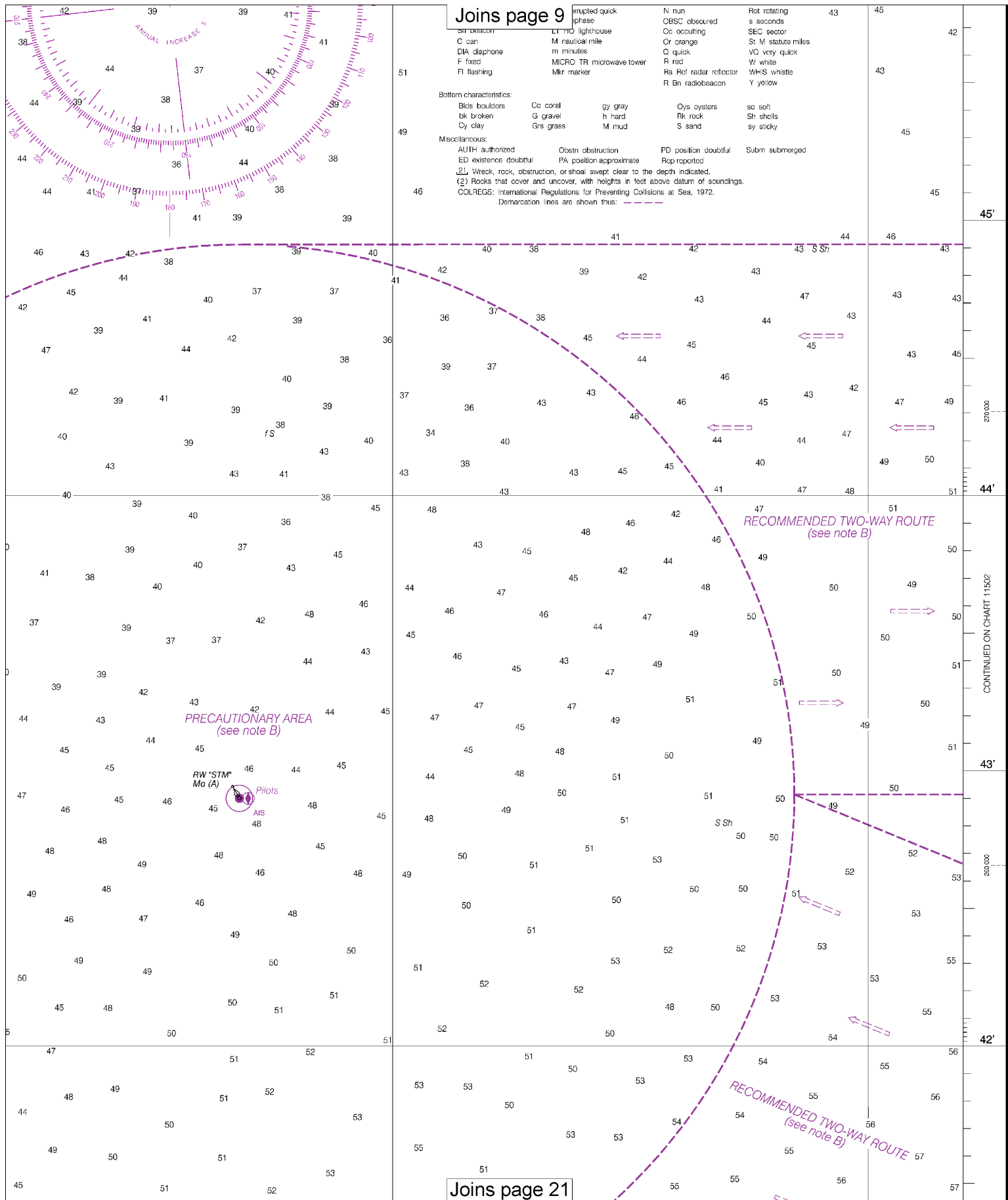


Note: Chart grid lines are aligned with true north.

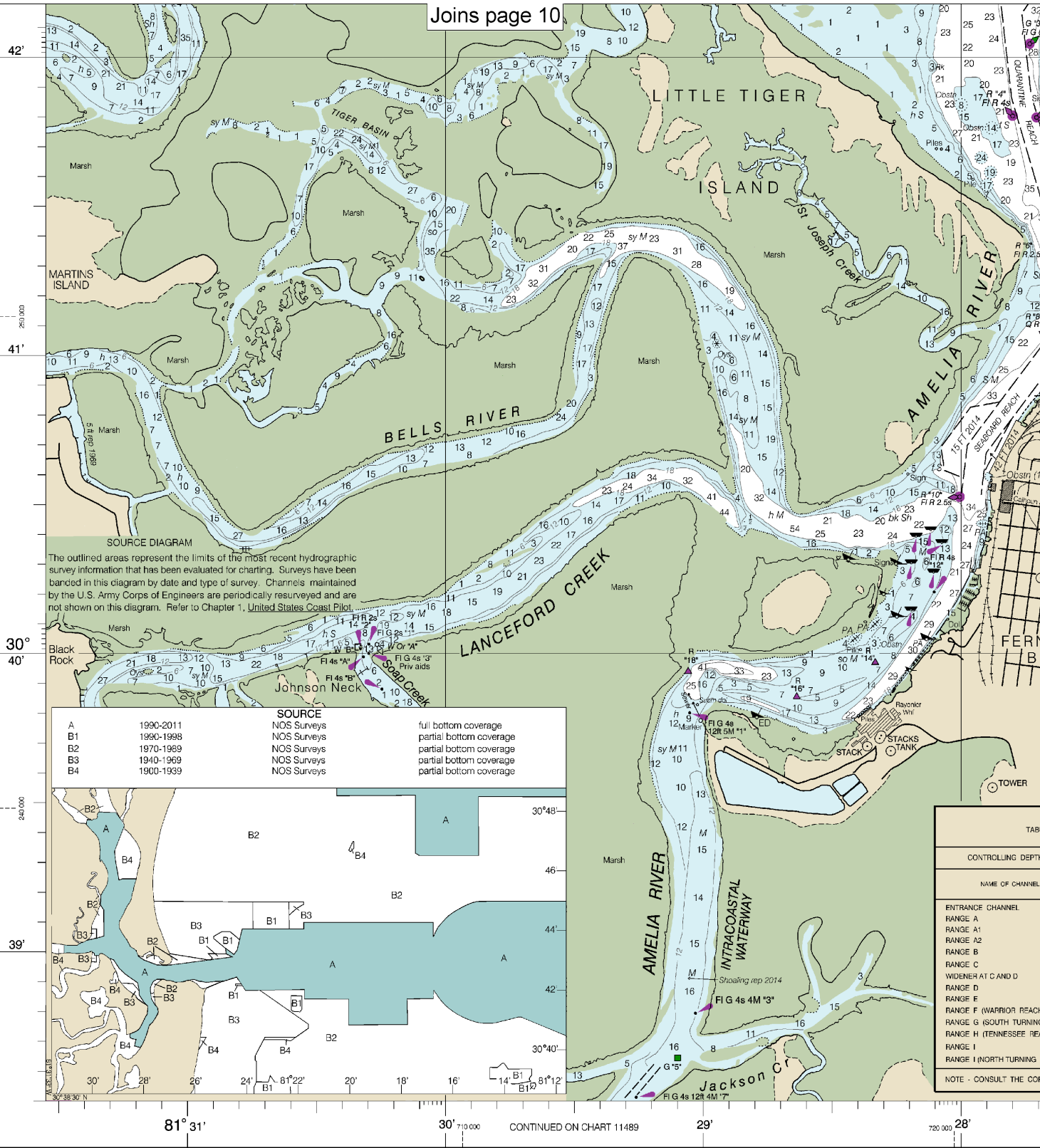
Printed at reduced scale. ~~SCALE 1:25,000~~
Nautical Miles

See Note on page 5.





Joins page 10



46th Ed., Jun. 2015

11503

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit about this chart at <http://www.nauticalcharts.noaa.gov>

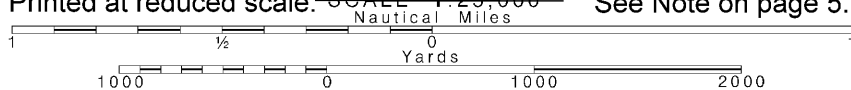
Last Correction: 5/20/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

16

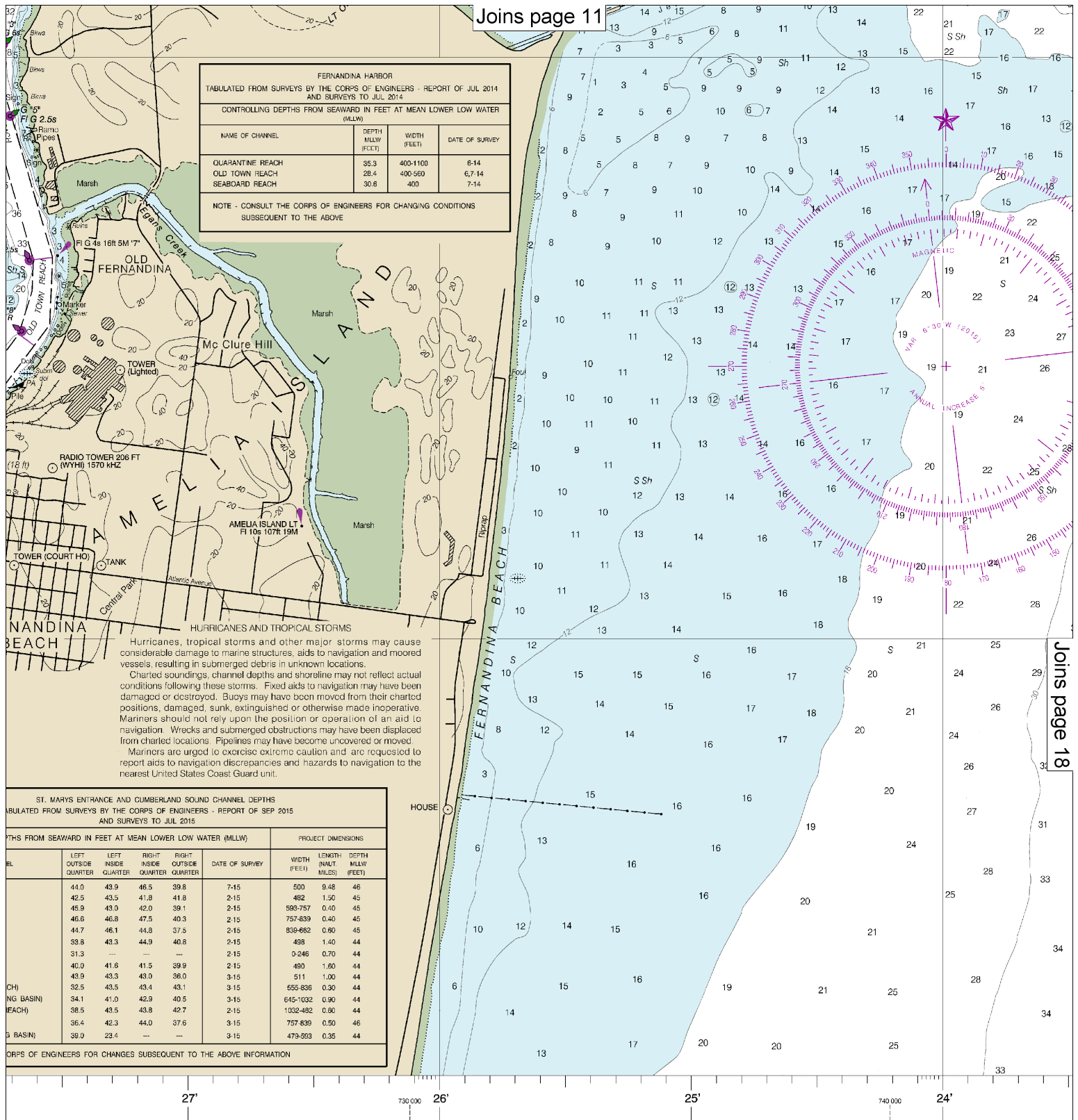
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

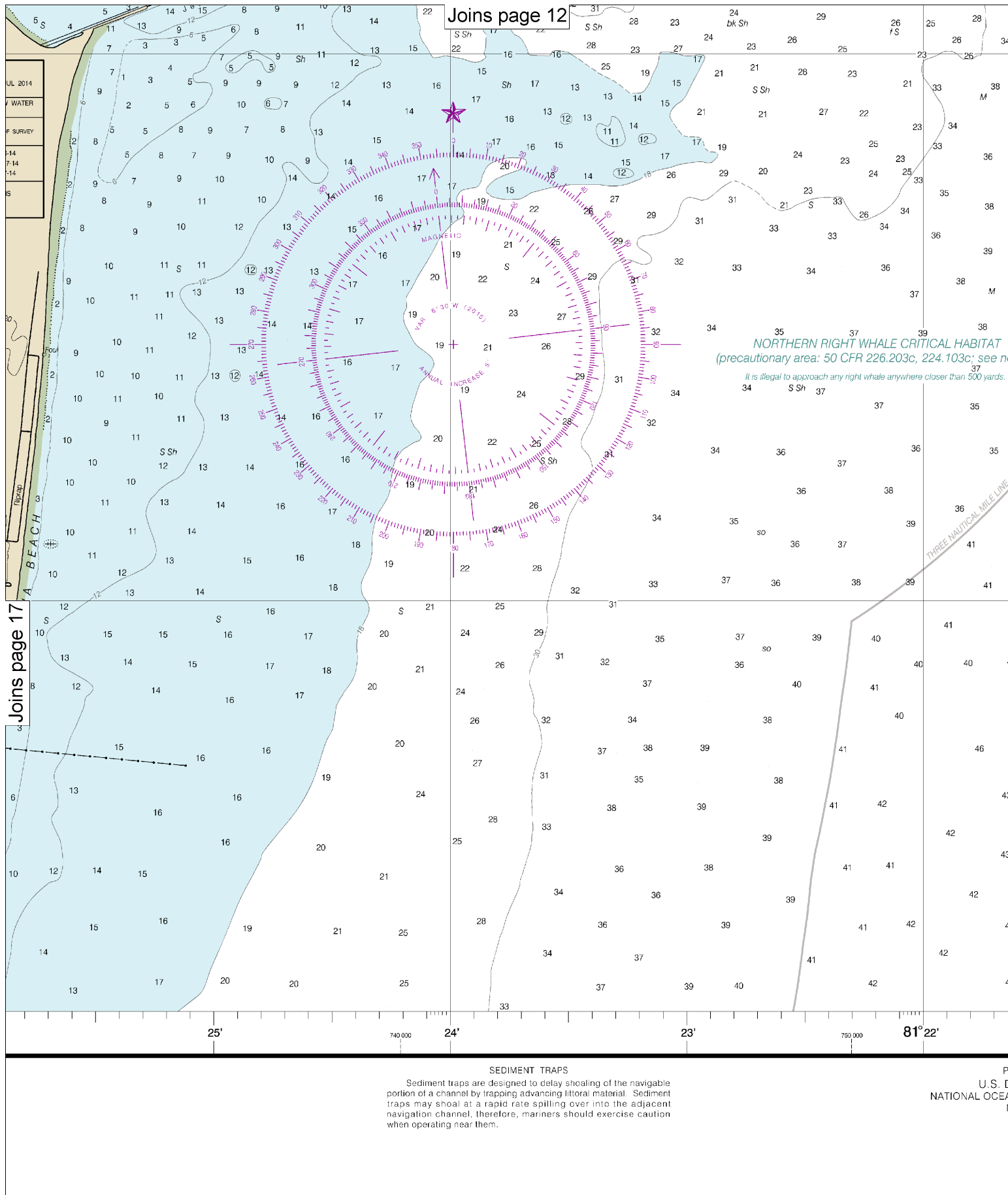


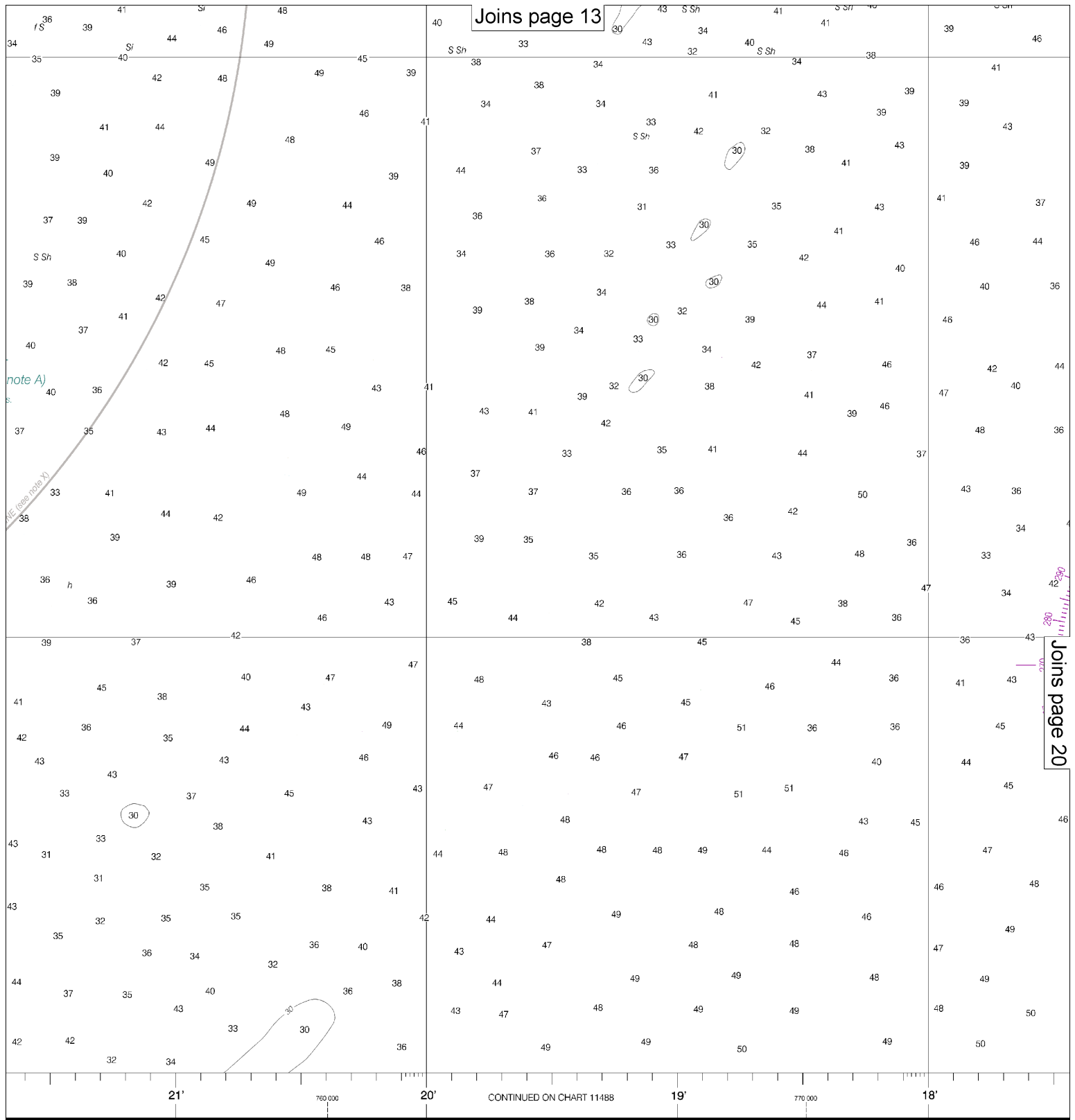
FERNANDINA HARBOR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2014 AND SURVEYS TO JUL 2014			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	35.3	400-1100	8-14
OLD TOWN REACH	28.4	400-560	6,7-14
SEABOARD REACH	30.6	400	7-14
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			



For inquiries, discrepancies or comments
contact charts.noaa.gov/staff/contact.htm.

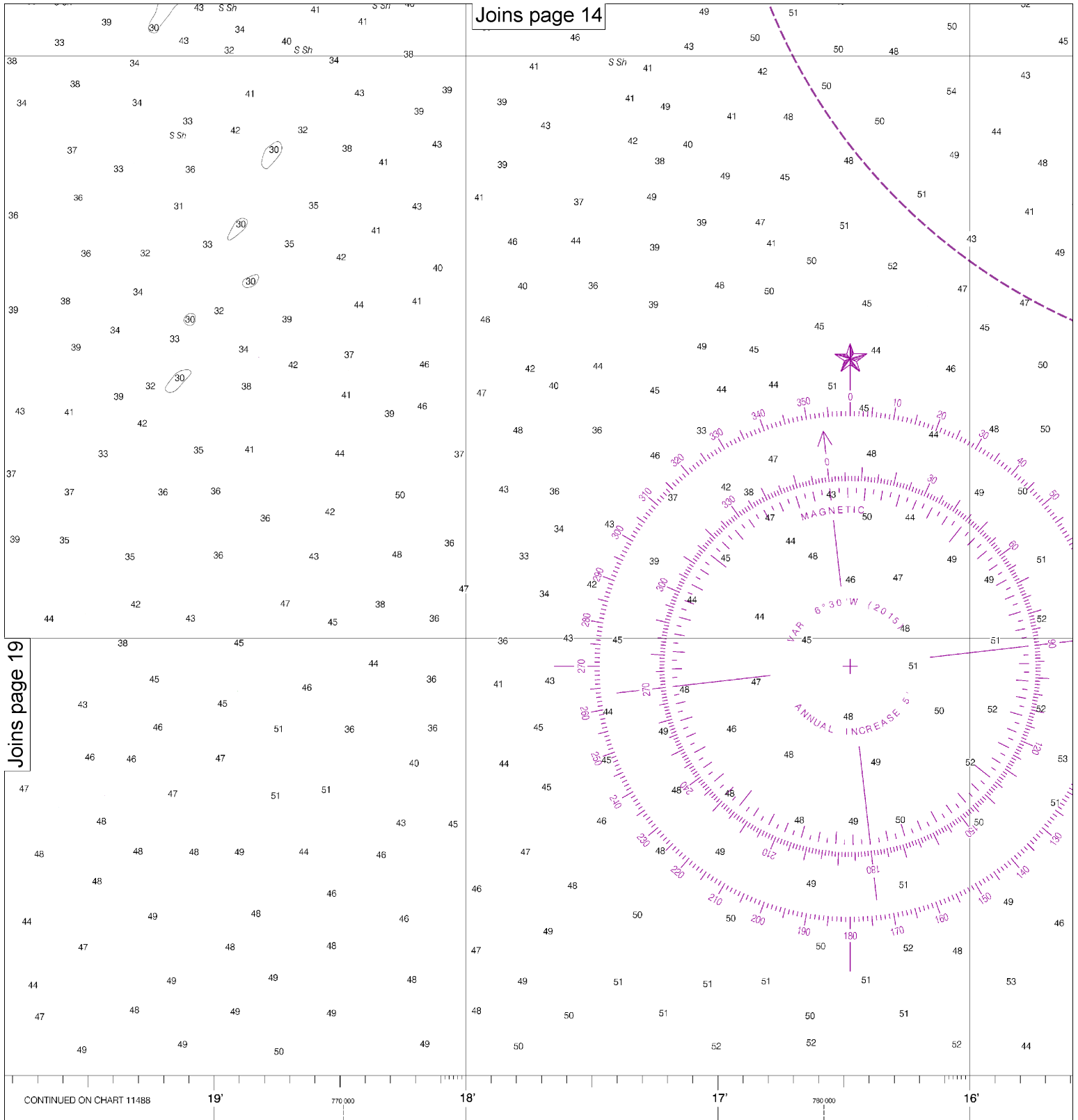
SEDIMENT TRAPS
Sediment traps are designed to delay a portion of a channel by trapping advancing littoral material. If traps may shoal at a rapid rate spilling a navigation channel, therefore, mariners should exercise caution when operating near them.



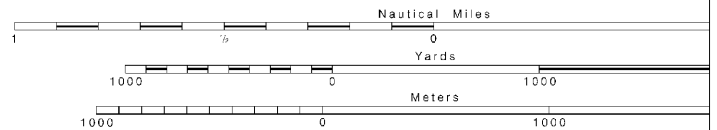


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 DEPARTMENT OF COMMERCE
 NAUTIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FEET



SOUNDINGS IN FEET

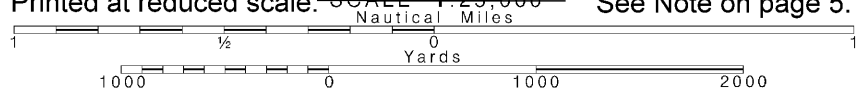


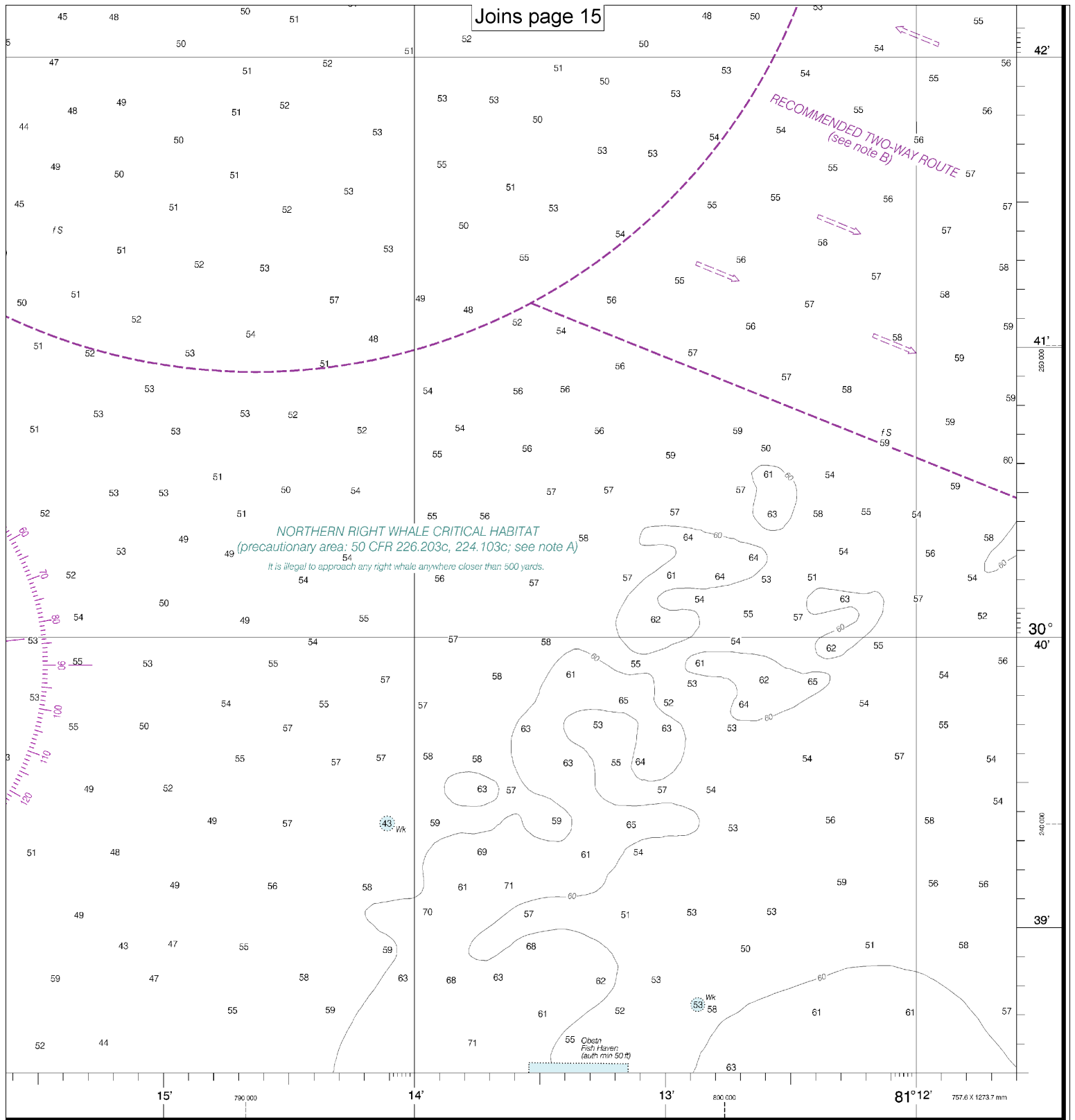
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





St Marys Entrance-Cumberland Sound and Kings Bay
SOUNDINGS IN FEET - SCALE 1:25,000

11503



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.